



In Transit

March/April 2008

A Newsletter for King County Metro Transit Employees



*From the desk
of the General
Manager*

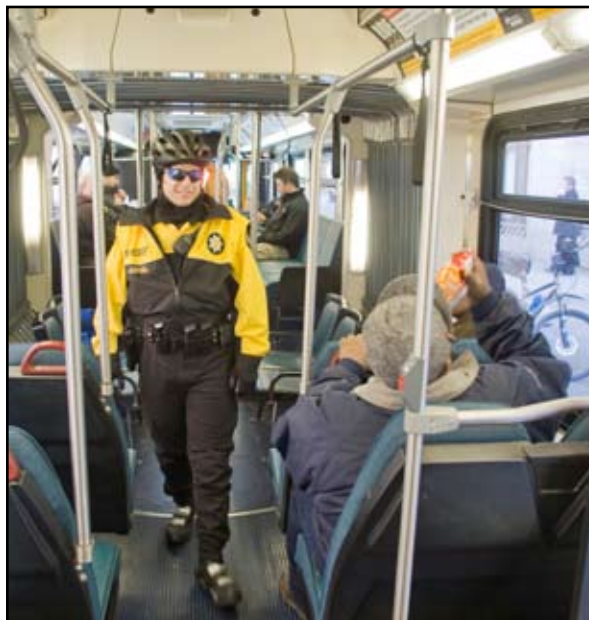
Focus on route security

At times, front-line Metro employees face very real safety and security challenges. Certain routes present operators, first-line supervisors, and route facility staff members with greater risks than other routes. We take these risks very seriously and are constantly looking for better ways to address them.

To define new security initiatives and refine existing ones, we pay attention to what is happening to you on the road and at our facilities, and we listen to your security concerns. I plan to attend a base security committee meeting at each base in the coming months to hear first-hand how our security programs and resources are meeting your needs and where we can improve.

Meanwhile, investing in transit security remains high on our list of priorities, and that emphasis is reflected in the biennial transit budget for 2008 and 2009. One example of a security investment is the new, clearer, and more reliable camera systems we are purchasing, which will more than double the number of security camera-equipped Metro coaches by this summer (see page 2). We also plan to equip all 100 RapidRide coaches with cameras when they are deployed beginning in 2010.

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Deputy James Mitchell of the Metro Transit Police BEES (Bicycle Enforcement Emphasis Squad) reminds a passenger on a bus in front of the county courthouse that eating is not allowed on Metro coaches. As part of a joint effort with the Seattle Police Department, the Metro police are conducting special patrols around the courthouse in downtown Seattle through May 30.

Transit police respond to new challenges

The Metro Transit Police (MTP) unit, now a precinct of the King County Sheriff's Office, is responsible for keeping our employees and customers safe and secure on Metro property. The transit police work in partnership with local police agencies throughout the county to ensure public safety, enforce Metro's Code of Conduct, and enforce local and state laws.

Metro is experiencing record ridership, partly due to rising gas prices and also thanks to service improvements such as those being made with Transit Now funding.

This growth is a sign of success, but also brings new challenges. Buses are more crowded, and seasoned riders are joined by people new to Metro who may not be familiar with the expected standard of behavior on Metro's buses and in its facilities. Also, it's a matter of simple

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General Manager

The added cameras will make it easier for Operations, Vehicle Maintenance, and the Metro Transit Police to target problem routes and to deter, identify, and prosecute those who engage in criminal activity on Metro buses.

Our biennial budget also adds 26 new Transit Police officers, a 50-percent increase over 2007 force levels. The Metro Transit Police (MTP) unit—a precinct of the King County Sheriff's Office—plays a continuing and vital role in transit security. MTP emphasis patrols have targeted high-risk, high-incident routes and travel corridors; one such patrol recently started in the Rainier Valley. But before the first MTP emphasis deployment began, operators and staff members from MTP, Service Communications, Sheriff's Dispatch, Service Quality, and Base Operations came together to identify problems and strategies for improvement. With commitments and strategies in place, operator calls for security assistance or reports of security problems are more likely to result in effective responses.

I invite you to read the article about the MTP on page 1, the story on page 8 about three MTP officers recently honored by the King County Sheriff's Office, and the Performance Corner on page 9. Each story shows the importance of MTP to Metro security.

And I'd like to leave you with one important thought: The security initiatives I've just described came into being after we asked employees what could be done differently and got their input. I encourage everyone to keep communicating security concerns. We are listening and are ready to follow up whenever we can.

Let's enjoy the ride!
— Kevin Desmond

Security cameras on coaches to double

The number of Metro coaches equipped with security cameras will more than double (from 100 to 245) by June 30 with the addition of 145 new Apollo Video Technology surveillance systems. These systems have better video quality and are more reliable than those presently in use.

The goal of on-board video surveillance systems is to improve the safety and security of Metro customers and operators. The use of these systems has already resulted in the identification, arrest, and prosecution of a number of criminal suspects and has also prevented crimes and disruptive behaviors. With more

camera-equipped coaches, Metro will have more flexibility to assign those coaches to problem routes.

The project team for the new camera systems is headed by **Roland Bradley**, project manager (Transit Information Technology), and includes **Terry Williams**, chief of electronics (Vehicle Maintenance) and **David Fairbanks**, security liaison (Metro Transit Police). Expert installation and technical support services are provided by Vehicle Maintenance electronic technicians **David Gibbons**, **Kermit Gipson**, **Vonzell McDowell**, **Donovan O'Brien** (lead electronic technician), **Brian Shupe**, **James Tahl**, and **Bill Wallace**.

This project was partially funded by a grant from the Department of Homeland Security.



Electronics Technician James Tahl installs a new security camera system on an articulated coach.

The inside of a coach, as viewed by one of the new security cameras.



Continued from page 1

Transit police respond to new challenges

math: when the number of riders goes up, even if the percentage of troublemakers remains the same, more problems will occur.

“Police visibility and proactive patrols are keys to reducing incidents in Metro facilities and buses,” said Major Dave Jutilla, chief of MTP. “Increasing police presence in these areas can contribute to reducing general crime throughout the Metro system and improving the quality-of-life issues that are so important to riders.”

Jutilla said MTP deploys its deputies geographically in order to raise its level of response to reported incidents. Transit deputies are now sent to strategic locations across the Metro system so they can intercept coaches when problems occur.

The Metro Transit Police unit will be expanding in 2008 and 2009. Eleven full-time deputies will be added under the 2008 budget, and another 15 deputies and sergeants will join the force in 2009, bringing the total to 73 full-time officers. These additions will increase the transit police force by nearly 50 percent over the two-year period.

As transit operators are aware, security incidents have increased on some Metro routes, and Jutilla said he encourages operators to report even minor incidents to the Transit Control Center. Coordinators in the center have been instructed to pass these reports on to the police dispatcher so that MTP can respond. And transit deputies will respond, unless their forces are tied up with a high-priority situation.



Detective Sergeant Lonnie Arnold takes part in the training of new full-time operators, offering information about the Metro police, about how to keep themselves safe, and about what happens when they call for police assistance.

“Security on our coaches can be improved with operators, coordinators, police dispatchers, Service Quality supervisors, and transit deputies working together as a team,” Jutilla said.

Where fare evasion is a recurring problem, MTP enforcement can include posting transit police near the front doors of a coach to watch customers pay as they board or leave the bus, or having uniformed or plain-clothes officers ride the bus and sit near the farebox. Once the police identify fare evaders, they can issue criminal citations or even arrest the offenders.

When people commit crimes such as assault, harassment, theft, and drug offenses on Metro property, MTP can ban them from Metro facilities for periods ranging from one day to one year, depending on the severity of the offenses and whether those committing them have committed previous crimes on Metro properties. Each year, more than 1,500 violators receive such suspensions. “If someone with an

active suspension is found on Metro property, he or she can be arrested and jailed for criminal trespass,” Jutilla said.

MTP uses a database to track security incident reports and analyze crime trends on coaches. Information on crime trends is also shared with MTP by local law enforcement agencies. “All of this information helps us identify problem areas,” Jutilla said. “Transit police are constantly adjusting resources to target problem areas with emphasis police patrols and special details. The presence of uniformed deputies, balanced with appropriate enforcement action by transit police, has resulted in positive changes for Metro employees and riding customers.”

SHORT SHOTS IN TRANSIT

News briefs in and around the Transit Division



These “before” and “after” shots document the extent—and successful cleanup—of the graffiti on the orange streetcar.

■ **Vandalized streetcar restored** — At around 3 a.m. on Feb. 18, vandals cut the security fence at the South Lake Union Streetcar facility and spray-painted graffiti on one side of the orange streetcar. A security guard who heard a noise and went to investigate saw several people running from the scene. Staff members immediately moved the streetcar inside the building and out of public view, so the damage was seen by very few people. A professional graffiti removal company successfully eliminated all traces of the attack, and the car was returned to service in less than two days.

■ **More bike parking at Montlake** — For many cyclists who combine biking and riding the bus to travel between Seattle and the Eastside, the completion in January of Metro’s Montlake bicycle parking project came as welcome news. Metro replaced 10 two-bicycle lockers with 27 new lockers that accommodate a total of 54 bikes, and also installed

six additional bike racks. In the five years it took to obtain needed approvals from the Washington State Department of Transportation, which owns the property, the wait list for lockers grew to 81 people, so the expansion came none too soon. The Montlake site has always had the highest demand for bike parking, as bicyclists are prohibited from riding on the SR-520 bridge.



New bike lockers and racks at Montlake accommodate more bike/bus commuters.

■ **New South Lake Union service partnership** — Market Development successfully brokered an agreement between South Lake

Union employers, the City of Seattle, and Metro that added new afternoon peak trips on Routes 8 and 70 at the February service change. Employer participants included REI, Fred Hutchinson Cancer Research Center, Group Health Cooperative, and Vulcan, Inc. A federal grant secured by Market Development helped leverage private-sector and government contributions to increase afternoon peak trip frequency to 15-minute intervals on Route 8 and 10-minute intervals on Route 70, which should reduce overcrowding on both routes. This service agreement is part of a wider effort by Metro, the City of Seattle, and South Lake Union businesses to make the neighborhood more friendly to transit and pedestrians.

■ **The last M.A.N. leaves Metro** — In the first week of March, South Base Vehicle Maintenance staff helped load coach 4020, the last of Metro’s former M.A.N. fleet, safely onto a flatcar for a ride to its new home at the Illinois Railway Museum in Union, Ill. Metro put 46 M.A.N. articulated trolleys into revenue service in 1987, and for the next 19 years they provided transportation to customers throughout Metro’s urban trolley service area and had the distinction of operating on the most heavily used routes. They also had the distinction of being the last of Metro’s bus fleet to show the white-brown-yellow paint scheme. To see coach 4020 on its way out of town, visit the Illinois Railway Museum’s website at www.irm.org/gallery/album76.



Visitors check out a Link light rail car at the Rail Operations open house/job fair on March 7.

■ **Rail Operations is recruiting** — More than 1,000 visitors and potential job candidates dropped by the Rail Operations open house and job fair on March 7, according to acting Rail Operations Manager **Michael Avery**. Visitors toured the facility and the new rail cars, and some even climbed four flights of stairs to enjoy a spectacular view of Seattle's skyline from the elevated rail guideway and relief point.

Before passenger service begins in July 2009, Metro needs to fill 145 positions, including operators, chiefs, first-line supervisors, electro-mechanics, vehicle maintenance personnel, and rail service workers. Job announcements will be posted on the King County Web site (www.metrokc.gov/ohrm/jobs) over the next 12 months. For more information about job openings in Rail Operations, please contact Transit Human Resources at 206-684-1179.

Transit sets key initiatives for 2008

At the third annual Managers, Supervisors, and Chiefs meeting on Jan. 30, General Manager **Kevin Desmond** unveiled Metro's top 10 initiatives for 2008. In a David Letterman-style, reverse-order presentation, Desmond ended with the number-one priority: launch the One Regional Card for All (ORCA) fare payment system. Before presenting the initiatives, he reminded the near-200 attendees that the "meat and potatoes" of Metro's core business—the basis of what we do every day—is safety, service, and schedule. The 10 key initiatives for 2008 are:

10. Advance county energy plan
9. Start up new paratransit contracts
8. Adopt new Strategic and Comprehensive plans
7. Reach Link light rail start-up milestones
6. Meet construction projects milestones: open Redmond Transit Center; begin construction on Burien Transit Center; complete design on Brickyard Park and Ride; complete design for Central Atlantic Base expansion; begin construction of Redmond structure parking garage; complete design of Transit Police facility; complete design and construction of passenger facility improvements, including 100 shelter installations; begin/complete Ryerson Base renovations
5. Achieve Transit Now milestones: implement service improvements and commission new buses; adopt Developing Areas service plan; adopt Partnership Program plan; expand vanpool fleet; proceed with RapidRide service plan, passenger facilities, and wireless communications development
4. Achieve major technology milestones: HASTUS (base operations system) delivery; transit radio system site modifications and factory testing; design review of the On-Board System/Communication Center System (OBS/CCS); deploy new security camera systems; select vendor for real-time information signs; upgrade Rideshare Online web site
3. Improve service quality: focus on schedule adjustments that reduce crowding and improve on-time performance
2. Improve security for operators and passengers
1. Launch ORCA.



General Manager Kevin Desmond revealed Metro's key transit initiatives for 2008 at the Managers and Chiefs meeting in January.

KUDOS IN TRANSIT

Transit operators of the month

February 2008

Atlantic Base: **John Wagner**
 Bellevue Base: **Thomas Rogers**
 Central Base: **Cristin Dela Cruz**
 East Base: (no candidate)
 North Base: **Nancy Gabbert**
 Ryerson Base: **Lafayette Moore**
 (retired Feb. 1)
 South Base: **Robert Cropley**

March 2008

Atlantic Base: **Raoul Quiban**
 Bellevue Base: **John Boone**
 Central Base: **Jay Hamilton**
 East Base: **Duaine McIntyre**
 North Base: **Denise Wilder**
 Ryerson Base: **Kalauu Davis**
 South Base: **Donald Brown**

■ **Metro top in 2007 rider gains among “large agencies”** — On March 10, the American Public Transportation Association (APTA) announced that King County Metro Transit had reported the highest ridership increase by a large bus agency in the United States, with a 7.5 percent increase that topped Denver (7 percent) and Minneapolis (5.4 percent). APTA also announced that Americans took 10.3 billion trips on public transportation in 2007, the highest level in 50 years and a 2.1 percent increase over the previous year. The complete APTA ridership report is available online at www.apta.com/research/stats/ridership.

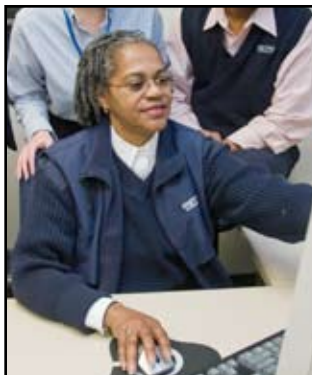
■ **Supervisors of the Shakeup**— *In Transit* proudly recognizes the following individuals as Supervisors of the Shakeup for the months indicated:

■ **April 2007: Ken Haven.** Haven’s skills and knowledge from almost 30 years of service contributed greatly to the successful 2007 reopening of the Downtown Seattle Transit Tunnel. With extensive tunnel operation experience, dedication, and diligence, he made sure that all tasks were completed in a timely manner and with a minimum of conflict.



Ken Haven

■ **October 2007: Ramona Davis.** Davis began her career at Metro in 1986, became a first-line supervisor in 2002, and has worked in the Training Section since 2004. During her tenure as lead instructor for the Supervisors In Training (SIT) program, base training



Ramona Davis

complaints were reduced to near zero. She has overcome obstacles with enthusiasm and without complaint, and her dedication to providing a good training experience has helped many SITs through the base-training process.



Route 24 now has more afternoon trips.

■ **Staff collaboration benefits customers**— At the February 2008 service change, several formerly deadheading Route 33/37 buses began filling service gaps on southbound Route 24 trips along the Elliott Bay travel corridor between 4 and 5:30 p.m. The change gives commuters several more options for connecting with other bus and rail services departing downtown, and came about because staff members from Commute Trip Reduction Services (CTRS) and Service Planning listened to employers in the corridor and recognized that deadheading buses could be used to satisfy a need at minimal cost to Metro.

■ **Breda coaches converted**— A group effort involving Vehicle Maintenance, Operations, Safety, and almost every other work group in Transit brought to completion the

conversion of 59 Breda articulated trolley buses from dual-mode to dedicated trolleys in 2007. The converted coaches take the place of retired M.A.N. buses (see related item on page 4). “This project really showed the can-do spirit of the professionals we have throughout Metro,” said **Jim Boon**, Vehicle Maintenance manager. “We still have some start-up bugs to work through, but overall this is a pretty good bus. We’ve had many positive comments from the public.” As a result of the conversions, and with the departure of the last white/brown/yellow painted M.A.N. vehicle, the entire Metro fleet now shows a common paint color scheme—and one that matches operator uniform colors—for the first time in more than 20 years.

■ **Transit employees named to advisory committee**—The following employees from the Department of Transportation and the Transit Division were appointed to the employee-based Equal Employment Opportunity/Affirmative Action Advisory Committee for 2008-2010: **Carol Alexander**, customer assistance representative, Transit Route Services; **Dawna Bell**, transit operator, South Base; **Susan Eddy**, transit human resources associate; **Joe Espinosa**, engineer, Road Services; and **Gerald Kennedy**, transit operator, South Base. They join existing committee members **Jamal Mahmoud**, engineer, Road Services, and **Don Okazaki**, transit planner. Outgoing members who completed their three-year terms in December included **Kermit Gipson**, electronics technician, Transit, and transit operators **Ray Campbell**, **Frank Nerocker**, and **Lovie Ivey**. *In Transit*



North Base wins 2007 Safety Award—North Base employees posted the best accident reduction record for 2007, achieving a 25.5-percent reduction. Shown with the award are VM Mechanic Kurt Sutphin, operators Tammy Mason, Brian Sherlock, Don Brady, and Sandy Sailand, and North Base Chief Mary Collins.

thanks all of these volunteers for their work on behalf of affirmative action and equal employment opportunities at King County.

■ **North Base wins safety award**—*In Transit* congratulates North Base employees for reducing collisions more than any other Metro base in 2007. They cut the total number of collisions between buses and either fixed objects or other vehicles by a substantial 25.5 percent compared to 2006. North Base has won the Base Safety Contest on four previous occasions: 1993, 1995, 1999, and 2002.

■ **FlexPass program achieves new milestones**—In 2007, FlexPass sales topped 140,000, a 12-percent increase over 2006. The program generated \$25 million in revenue and had more than 500 employer participants. FlexPass provides unlimited trips on Metro and Sound Transit buses and on Sound Transit commuter rail, and can also be

used to obtain Metro Vanpool and Vanshare fare subsidies, Home Free Guarantee rides, and unlimited use of Community Transit and Pierce Transit services. The FlexPass team includes Metro’s Commute Trip Reduction Services, Employer/Retail Products, Market Development, and Rideshare Operations groups. Contracts with small businesses in downtown Seattle and Bellevue are managed by the Urban Mobility Group and TransManage, respectively.

Metro Transit Police officers honored

Three members of the Metro Transit Police (MTP) unit received awards from the King County Sheriff's Office at a ceremony on Feb. 22. The honorees were:

Sergeant Jim Laing, who received the Medal of Valor, the highest honor possible from the Sheriff's Office. This award is given to officers who distinguish themselves in the performance of duty under circumstances that involve extreme risk or imminent danger.

On Jan. 26, 2007, Laing was off duty when he witnessed an armed robbery in progress and intervened, drawing his service weapon and identifying himself as a police officer. The suspect, a convicted felon with an outstanding arrest warrant, turned and pointed his gun at Laing. Laing fired, fatally wounding the suspect.

Laing has served with the Sheriff's Office since 1972. He was a sergeant with the MTP for six years and is currently assigned to the Sheriff's Administrative Office in the Internal Investigations Unit.

Deputy Patrick McCurdy, who was named Deputy of the Year for the Sheriff's Office. McCurdy has served with the Sheriff's Office for more than 14 years, the last three of which have been with the MTP. He was a founding member of Metro's bike squad, the BEES*, and more recently served on a team focusing on returning police responsibilities in the Downtown Seattle Transit Tunnel to the Metro Transit Police.

"Deputy McCurdy can always be counted upon as a leader," said MTP



Metro Transit Police officers (left to right) Sergeant Jim Laing, Deputy Patrick McCurdy, and Deputy Tim Shook received awards from King County Sheriff Sue Rahr in February.

Chief Dave Jutilla. "He is always looking for ways to improve service and make things better for those around him."

Law enforcement is something of a family business for McCurdy, whose brother is a Sheriff's Office detective and whose wife, mother, and father are all retired police officers.

Deputy Tim Shook, who received the Life Saver Award, for acting "in a significant manner to save or prolong another's life," for his efforts as a past member of the Sheriff's Office Air Support Unit. On Nov. 20, 2006, Shook was one of the crew aboard the unit's Guardian One helicopter who found a hiker who had been missing for three days. With the helicopter hovering six feet above the Pratt River, one crew member jumped down to assist the hiker. The dangerous rescue operation was flawlessly executed and, more importantly, successful.



King County Sheriff Sue Rahr presents Sergeant Jim Laing with the Medal of Valor.

Shook has been with the Sheriff's Office for nearly 28 years and came to MTP in November of 2007. When he joined the Metro police unit, Jutilla said, "we were ecstatic. He came on board as one of our Patrol Deputies and has taken on ancillary duties as a Bomb Unit Team member. He is a real asset to Metro."

*Bicycle Enforcement Emphasis Squad



Performance corner

Transit police unit having positive impact on security

Metro's transit police unit was once staffed primarily by off-duty Seattle police officers. In recent years, Metro has been building a force of full-time, dedicated transit police officers that is better able to provide systematic coverage of areas with high incidences of crimes, at high-incidence times, and respond more rapidly to specific incidents.

In the summer of 2006, the replacement of part-time off-duty officers with 11 full-time MTP officers brought the total force of full-time deputies to 47, which provided for seven-day-a-week coverage of the mid-afternoon to 11 p.m./midnight shift and led to a significant increase in policing activity.

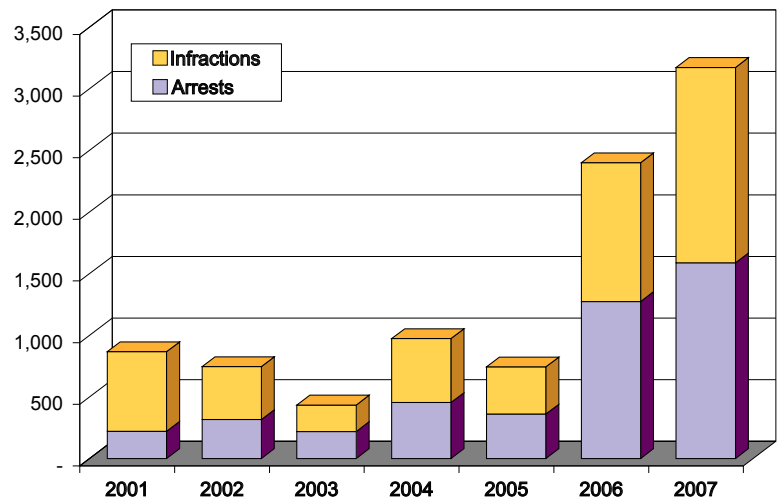
In 2007, one bike sergeant and four bike officers were added to cover the reopened Downtown Seattle Transit Tunnel. One captain and 10 deputies will join the force in 2008, followed by 15 officers in 2009. This will bring the total full-time force to 73 officers and provide 24/7 system coverage by these officers.

Staff from Metro's Service Communications group, King County Police Dispatch, MTP, and Metro Service Supervisors conduct "Intersection Meetings" every eight-to-10 weeks to identify emerging trends in where incidents are occurring, to identify gaps in resources and coverage, and to refine and improve communications and procedures. Ongoing security efforts include conducting regular, periodic emphasis patrols at times when, and in locations where, high levels of incidents are occurring and providing improvised-explosive device response training.

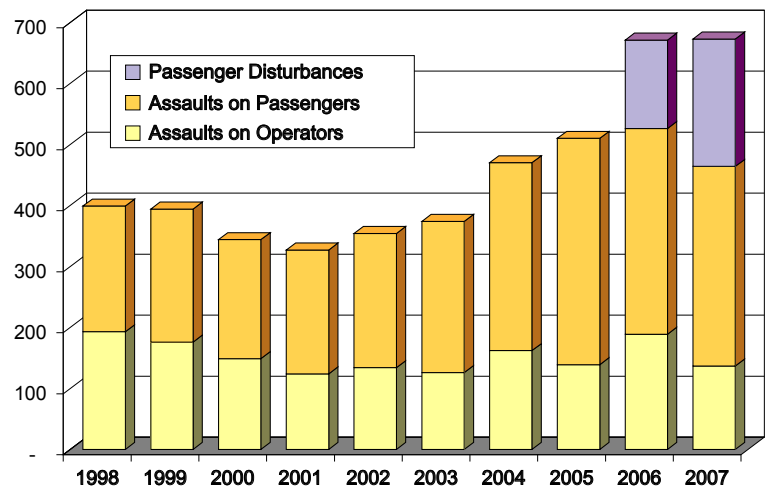
In 2007, arrests and infractions on transit coaches and property increased 32 percent over 2006, following a record 324-percent increase from 2005 to 2006.

Assaults against operators decreased 28 percent in 2007, while passenger assaults and disturbances increased 11 percent. Heightened awareness due to initiatives to improve safety and security likely played a role in reducing assaults on operators.

Arrests and infractions on transit coaches and property



Reported assaults and disturbances



Starting in 2006, Metro began classifying any assault involving a fight between passengers in which there was no clear victim as a "passenger disturbance." Before 2006, these were counted as passenger assaults.

Atlantic Base Night Focus Group helps operators face new job challenges

When part-time operators switch to full-time status, the move can be a big transition. To help them acclimate to the change, Atlantic Base started an operator group about eight years ago called Night Focus Group.

“Operators have low seniority when they move from part-time to full-time status and end up working nights, weekends, and holidays; operating new equipment; and transporting a diverse mix of customers,” said **Nath Chappelle**, Atlantic Base Night Focus mentor. The goal of the group is to help operators with their new work challenges. Senior Atlantic Base operators like Chappelle, **Tom Allaire**, and **Janet Palmer** organize and oversee several meetings after each service change. In addition to sharing their experience and knowledge of the job, they arrange for guest appearances by staff members from the Metro Transit Police, Service Communications, and Service Quality.

“The Night Focus Group is making an impact,” Chappelle said, noting that full-time operators are staying at the base longer than they did before the group began its work.



The Central Base Security Team meets with Chief Dave Jutilla (top center) and Captain Scott Strathy (top right) of the Metro Transit Police. Pictured around the table are, clockwise from Strathy, operators Lawrence Norfleet, Robert Baker, Randy Stevenson, and Stephanie Ponder; Control Center Chief David Magidman, and Central Base Chief John Lewis.

Base security committees are conduits for information

Each Metro operating base has a security committee, made up of Operations employees, whose purpose is to communicate with other employees about security-related issues. The committees facilitate communication between support service providers (transit supervisors and transit police) and front-line staff (transit operators).

The committees have regularly scheduled meetings and also meet as needed to address security issues. They forward employee suggestions and comments to Metro management and union representatives for attention, action, or feedback.

Each committee has between three and six transit operators and an operations chief, though there is no size limit on membership. Each committee selects an operator lead. Staff members from Service Quality, Service Communications, and Metro Transit Police attend the meetings to assist in discussions and problem solving.

Committee membership rotates periodically to allow new members to participate. For information about a particular base security committee, its members, or its meeting schedule, contact the base supervisor or a chief at the base of interest.

In Transit online

Current and past issues of *In Transit* are available on the King County Web site at www.metrokc.gov/kcdot/aboutus/intransit.

We'll Get You There

Shifting the Spotlight

Online vs. in line—Transit Marketing's online pass promotion

Transit Marketing kicked off the first phase of its online pass-purchase promotion on March 24. At the customer service offices in the King Street Center and Rainier Square, customers standing in line are now greeted by posters and countertop cards encouraging them to go online to purchase their monthly passes and thus “get out of line.”

Marketing staff members surveyed “in line” customers last October to learn why they chose to stand in line as opposed to going online. Many said they were unaware that buying passes online is an option, or that they didn’t know how to purchase their passes online.

Phase one of the project will address the first concern, letting people know about the online option. Then the promotion will shift gears in August, offering customers actual assistance in using a computer to buy their passes online.

Each customer service office will have an on-site computer and a customer-service assistant available to answer questions and demonstrate how to make the purchase online. This second phase of the promotion, which will last through December, will also help prepare customers to use computers to purchase and recharge the ORCA “smart card” when it debuts at the end of this year.

One example of Metro's “in line vs. online” promotion.



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On the Move

Linda Poltz, assigned (on-call) rider information specialist — Feb. 4

Vehicle Maintenance

David Allee, equipment service worker — March 10

Dawn “Nikki” Dumas, utility service worker — Feb. 25

Jeffrey Fox, sheet metal worker — Feb. 4

Justin Hammons, mechanic — Feb. 25

Ian Hanson, mechanic — Feb. 25

Enrico Legaspi, utility service worker — Feb. 25

Shane Maes, sheet metal worker — Feb. 4

Kevin Rost, sheet metal worker — Feb. 4

Restituto “Resty” Delos Santos, mechanic — Feb. 25

Karl Urwiler, transit parts specialist — Feb. 4

In our thoughts

Willie Clanton, former Central Base chief, passed away on April 3

In Transit



We'll Get You There

If you have any questions, comments or story ideas, send them to **In Transit**, M.S. KSC-TR-0824, or contact **Anna Clemenger**: 206-263-6482 or anna.clemenger@kingcounty.gov.

Produced by Transportation Community Relations and Communications

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ON THE MOVE

Transit Division retirements, promotions/job changes, new hires, and remembrances

Retirements

General Manager's Office

Gary Kenyon, business and finance officer III, Transit Finance and Budget — March 28; 31 years

Operations—First-line Supervisors

John Ekiss, Service Quality — April 30; 35 years

Greg McLellan, Training — April 7; 39 years

Operations—Operators

William Harding, South Base — April 1; 8 years

Bob Walla, North Base — Jan. 31; 30 years

Vehicle Maintenance

Stanley Alex, mechanic — May 30; 18+ years

Oly Childress, millwright (Atlantic) — March 7; 24+ years

Thomas J. Ferry, transit parts specialist — Feb. 15; 35 years

Promotions and job changes

Light Rail

Terry Bigley to acting superintendent of way, power and signals, Rail Operations, from chief, Track and Facilities

Marwan Al-Mukhtar to acting rail operations superintendent from rail operations chief

Metro Transit Police

Major Carol Cummings to division chief, King County Sheriff's Office, from chief of Metro Transit Police

Major Dave Jutilla to chief of Metro Transit Police, from operations/administrative captain

Captain Lisa Pepin to operations commander, Metro Transit Police, from operations captain, Maple Valley Precinct, King County Sheriff's Office

Captain Scott Strathy to administrative captain, Metro Transit Police, from sergeant, Criminal Investigation Division, King County Sheriff's Office

Operations

Jim Farris to operations base chief from first-line supervisor

Cheryl Washington to operations base chief from first-line supervisor

Power and Facilities

Ian Bennett to acting operating chief for light rail from building operating engineer, South Facilities

Greg Dearborn to acting signage specialist from utility laborer

Craig Hall to acting lead signage specialist from signage technician

Alan Huston to acting project/program manager I, Work Center, from facilities constructor, South Facilities

Sue Johnson to data administrator from administrative staff assistant

Sales and Customer Services

Roland Bautista to acting project/program manager I from administrative specialist III, CTR Services

Stacie Khalsa to project/program manager II (employer transportation representative) from project/program manager I, CTR Services

Diana (Deena) Ratner to marketing and sales specialist III from term-limited

Saravan Thangavelu to senior a.m. rider information specialist from rider information specialist

Service Development

David Korthals to transit planner II, Transit Route Facilities from transit operator comfort station coordinator/construction coordinator, Operations

Vehicle Maintenance

William Lushenko to equipment painter from paint preparation technician

Kenny Montana to millwright from mechanic

New hires

Design and Construction

David Blum, special projects manager I, Real Estate — March 11

Rand Juliano, special projects manager II, Real Estate — Feb. 12

Power and Facilities

Paul Jones, equipment operator — Jan. 28

Gregg Reilly, utility labor — Feb. 19

Sales and Customer Services

Barbara Farstad, assigned (on-call) rider information specialist — Feb. 7

Ann Mansell, assigned (on-call) rider information specialist — Feb. 5

Marriah Mosby, customer assistance representative — Jan. 2

Reyes Ojeda, on-call customer assistance representative — Feb. 20

Tina Pallis, administrative specialist III (temporary), CTR Services — Feb. 15

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